

The Factory is the place to buy

## FURS

At Reasonable Prices.

FUR NECKWEAR, MUFFS AND FUR COATS

For Repairing and Remodeling in all Branches

GEORGE W. PAULLIN

Stewart Building, N. W. Corner State and Washington Streets  
Fourth Floor. Catalogue Mailed Free.

## Wedding Cake Boxes

WEDDING CAKE ORNAMENTS

Supplies for Any and All Occasions, such as

FAVORS FOR SOCIETIES

FAVORS FOR DANCING PARTIES

FAVORS FOR EUCRE PARTIES

FAVORS FOR WEDDINGS

FAVORS FOR BIRTHDAYS

FAVORS FOR CHILDREN PARTIES

FAVORS FOR BOOBY PRIZES

FAVORS FOR DINNERS

FAVORS FOR SOCIAL TEAS

FAVORS FOR NATIONAL HOLIDAYS

FAVORS WITH SNAPPING MOTTOES

FAVORS WITH HATS AND CAPS

Gunther's Confectionery,

212 State Street.



**THE WATER WAY BETWEEN DETROIT AND BUFFALO**

The D. & B. Line Steamers leave Detroit weekdays at 5:00 p. m., Sundays at 1:00 p. m., (central time) and from Buffalo daily at 5:00 p. m. (eastern time) reaching their destination the next morning. Direct connections with early morning trains. Lowest fares and superior service to all points east.

Popular week-end excursions to Buffalo and Niagara Falls, leave Detroit every Saturday and return Monday morning.

**RAIL TICKETS AVAILABLE ON STEAMERS**

All classes of tickets sold reading via Michigan Central, Western and Grand Trunk railways between Detroit and Buffalo in either direction will be accepted for transportation on D. & B. Line Steamers. Round trip, through tickets to Montreal, Quebec and Great Lakes Steep. Address: R. D. L. 12710, Gen'l Pass. Agent, Detroit, Mich.

**DETROIT & BUFFALO STEAMBOAT CO.**

PHILIP M. MCILLAN, VICE-PRES. A. A. SCHWARTZ, GEN'L. MGR.

TELEPHONE MONROE 1204

A. G. LANIO, Proprietor

CHICAGO HARNESS CO.

WHOLESALE MANUFACTURERS OF

HARNESS

327 West Randolph Street

CHICAGO, ILL.

TEL. MONROE 2886

W. SCHROJDA

FIRE INSURANCE

Notary Public

Suite 209-210

Loans, Real Estate  
and Collections810 Milwaukee Ave.  
CHICAGO

ZENO

MEANS

GOOD CHEWING  
GUM

## PAPERS BY THE PEOPLE

## PLENTY OF WORK ON THE FARMS.

By Secretary James Wilson.



SECRETARY WILSON.

The population of the United States is growing both by reason of the natural increase of the families domiciled in America and by accretions through immigration from abroad. But the immigrants do not reach to the farm. The farmers who do come to us from foreign countries do not find their way to the farms of the country; and the immigration laws prevent American farmers from going to foreign countries and selecting there the prospective immigrants whose services could aid them.

At no period of our history has the American farmer needed help so much as he needs it this year. There are said to be hundreds of thousands of idle men in the United States, all of whom could secure employment on the farms—employment affording food, shelter and living wages.

## UNREASONABLE DELAYS OF OUR COURTS.

By William H. Taft.



GAVEL.

One reason for unreasonable delay in the lower courts is the disposition of the judges to wait an undue length of time in the writing of their opinions or judgments. I speak with confidence on this point, for I have signed myself. In English courts the ordinary practice is for the judge to deliver his opinion immediately upon the close of the argument, and this is the practice which ought to be enforced as far as possible in our courts of first instance.

It is a great deal more important that the court of first instance should decide promptly than that it should decide right. Such practice of deciding cases at the close of the hearing makes the judge very much more attentive to the argument during its presentation, and much more likely to decide right when the evidence and the arguments are fresh in his mind.

In the Philippines the system has been adopted of refusing a judge his regular monthly stipend unless he can file certificates, with the receipt for the money, in which he certifies on honor that he had disposed of all the business submitted to him within the previous sixty days.

## BARBERIES.

In scarlet clusters o'er the gray stone wall  
The barberries lean in this autumnal air.

Just when the fields and garden-plots  
Are bare, and the green leaf takes the tint of fall,

They come to make the eye a festival!  
Along the road, for miles, their torches flare.

Ab, if your deep-sea coral were but rare  
(The damask rose might envy it its wall!)  
What buds had sung your praises long ago,

Called you fine names in honey-worded books—  
The rosy tramps of turnpike and of lane,  
September's blushes, Ceres' lips aglow,  
Little Red-Ridinghoods, for your sweet looks!

But your plebeian beauty is in vain.  
—Thomas Bailey Aldrich.

"I'll try," answered Mrs. Joiner.  
"Let me see the baby. What is the matter with him?" and she pulled aside the blanket covering the papoose.

"Him very sick. Him choke. Him no bief," said the mother, anxiously.

Mrs. Joiner took the baby in her arms and listened to his labored breathing. "It's not croup," she said at last, "though it soon would have been if you had not brought him to me. May I put him into a warm bath?" For the poor little wretch was dirty to the last degree.

Gaining the mother's consent, she stripped the baby, put him into a hot bath, and, when his breathing seemed easier, she wrapped him in warm, clean flannels belonging to her own children, rubbed his chest with goose grease, and administered medicine and food.

The little papoose slept until nearly night, and when, on his waking, his mother would have taken him and departed, both Mr. and Mrs. Joiner insisted that she should remain all night and sleep on the kitchen floor.

"Your baby will be sick again if you take him out now," said Mrs. Joiner, "and he may die. Stay here to-night." And she stayed.

In the morning the little Indian was bright and lively, laughing and crowing like any healthy, happy baby.

Mrs. Joiner cuddled and petted him until the squaw said:

"You like my boy? You got no boy?"

"No," answered Mrs. Joiner. "I had one, but he got lost last summer, and we never could find him."

The woman started, then said:

"How old you boy? What like him? Got blue eye? Curls on head? Walk straight—head up?"

"Oh, yes, yes," answered Mrs. Joiner. "Where is he? Do you know? Can you take me to him? Quick! Quick!"

"I find he. You make my boy well. I find yours. I go, but I come again soon. Trust me." And the squaw went swiftly into the forest, carrying her papoose on her back, and leaving Mrs. Joiner almost wild between hope and fear.

A week passed, and the squaw had not reappeared; but toward night, near the end of the second week, she came silently into the kitchen door, leading by the hand the lost boy. With a shout of joy he sprang into his mother's arms and buried his face in her neck.

In the joyful tumult which followed, the squaw turned, and was stealing away as silently as she had come, when Mrs. Joiner ran after and detained her.

"Wait!" she said. "You must have food and stay the night with us, and

you will tell us where you found our boy."

The woman shook her head. "Me no tell," she said. "Great chief kill me if he know I steal the boy. He like boy. He want make him big chief. Me no tell. You good to me and my papoose, and me thank you. Me get your boy, but—"

and, shaking her head in a meaning way, she swiftly disappeared into the forest, and no one in the neighborhood ever saw or heard of her again.—Every Other Sunday.

**SCHOOLROOM FURNITURE.**

Combined Adjustable Desk, Chair and Bookcase for Books, Etc.

Few parents realize how uncomfortable are the desks and seats provided for children in the public schools, or they would endeavor to induce the directors to substitute others of up-to-date construction and designed with some idea of assuring ease to the pupils while working. A combined desk, chair and receptacle designed along the proper lines is shown here, patented by an Alabama man. The desk is adjustable, so also are the chair and the receptacle, the latter providing a convenient place at the side of the chair on which to place the books, papers and similar articles. Both the desk and the chair can be adjusted to accommodate children of varying degrees. All three of the parts are connected by iron bars, so that they cannot be easily separated after once adjusted.

**King Edward as a Farmer.**

The rich crop of prizes which the king's cattle and sheep have won at the Bingley Hall show, Birmingham, is the latest demonstration of his success as a farmer, of which he is so deservedly proud.

When the king began breeding nearly forty years ago the Sandringham farm lands were in an almost hopeless condition, barren and barely capable of cultivation. To-day, according to Rider Haggard, "it is a wonderful farm, for nowhere is so much high-bred stock to be seen on the same area."

But probably nowhere will you find such an array of plates and cups won at shows as that which Sandringham boasts. At a single exhibition the king once won no fewer than fourteen first prizes. In 1903 he captured five first prizes and cups, in addition to numerous seconds and thirds; in 1904 his prizes numbered twenty; in 1905 he won a champion plate, a challenge cup and eighteen other prizes, including four firsts, while last year he took at the Smithfield show ten firsts, nine "breed" cups and plates, six other prizes and several "highly commended," and every prize winner he has bred himself.—Westminster Gazette.

**Rubbery in Hawaii.**

The rubber in Hawaii is still in the experimental stage, but experts believe the opportunities for profit are going to be large. Preliminary experiments by the government indicate a high yield from even young trees. Over 400,000 rubber trees have been planted in the islands, and still other plantations are being established.

When a man walks along the street between two women, he has every appearance of being under arrest.

This has had a marvelously good effect in keeping the dockets of the court clear.

One of the great difficulties with the profession of the law, whether the members are judges or advocates, is the disposition to treat the litigants as made for the courts and the lawyers, and not the courts and lawyers as made for the litigants. And as it is lawyers who in judicial committees of the legislature draft the codes of procedure, there is too frequently not present in as strong impelling force as it might be the motive for simplifying the procedure and making the final disposition of cases as short as possible.

## OUTRAGE OF CHILD LABOR.

By Dr. F. W. Gunsaulus.



CHILD LABOR.

The American hand is a very valuable item for industry and skilled achievement; you cannot have a good American hand by taking the little American child and overworking that child in handiwork or making him a part of a great machine where his hand is permitted to perform monotonous labor. The American hand is more important than the American hand for planning and adding thought to hand labor; and you cannot have a good American hand by taking the child from school and stunting mental growth by making the child a cog in even the finest machinery of what is called civilization. The American heart is still more important than the American head, and no State can ever prosper in the higher things—and the lower things always get their value from the higher things—which persistently permits the incursion of greed over the heart of childhood.

No federal interference is so terrible in my eyes as the permission upon the part of the nation that little children be practically enslaved to mere money making. The needs of the families of the poor must be relieved in some other way than compelling or allowing children to dispose of their childhood, with its freshness and dream, in order to maintain any system or institution or business whatsoever.

## EXCLUDE CHINESE COOLIES ONLY.

By Seth Low, President of Columbia.



COOLIES.

I am in favor of the purpose, but not the form, of the Chinese exclusion act. It is an insult to an old, wise and proud race such as the Chinese to exclude their students and great men from our shores. I am in sympathy with the great object of the Chinese exclusion act—to keep the Pacific coast free from the numerical preponderance of an Asiatic population. If there ever was a matter of public policy in which the "undesirable citizen" doctrine should be enforced to the limit, it is the immigration question.

## HOW THE HOBOS RIDE FREE.

They Have Various Ways of Traveling—But All Are Full of Danger.

Everybody knows that there is a class of people called hobos. Everybody has heard of almost unbelievable trips, completed in almost unbelievable time, considering that not a cent of railroad fare is ever paid.

In the first place all railroads are classified among the fraternity of hobos as either good or bad.

On "good" roads the crews are lax in the enforcement of their orders relative to keeping men off their trains, and there are not many railroad detectives or "bills" as they are called.

On "bad" roads the crews attempt, in a measure at least, to keep the tramps off their trains, and there are a host of detectives.

The first move on the part of a man who wishes to beat it out of a town is to go down to the railroad yards and locate a freight made up to go his way, that is, of course, if he wishes to travel by freight. His further action depends entirely upon the classification of the road, the layout of the yards and the position of the train. If it be a good road and the yards are not hostile, then he is likely to climb into an empty box car, softly close the door and wait quietly until the train pulls out. This is the simplest and most desirable manner of riding, if time is not an object.

Should he, however, consider it unwise to make the train in the yards, or should there be no empty cars, his

of cars are ridden, but the hobo prefers the latter.

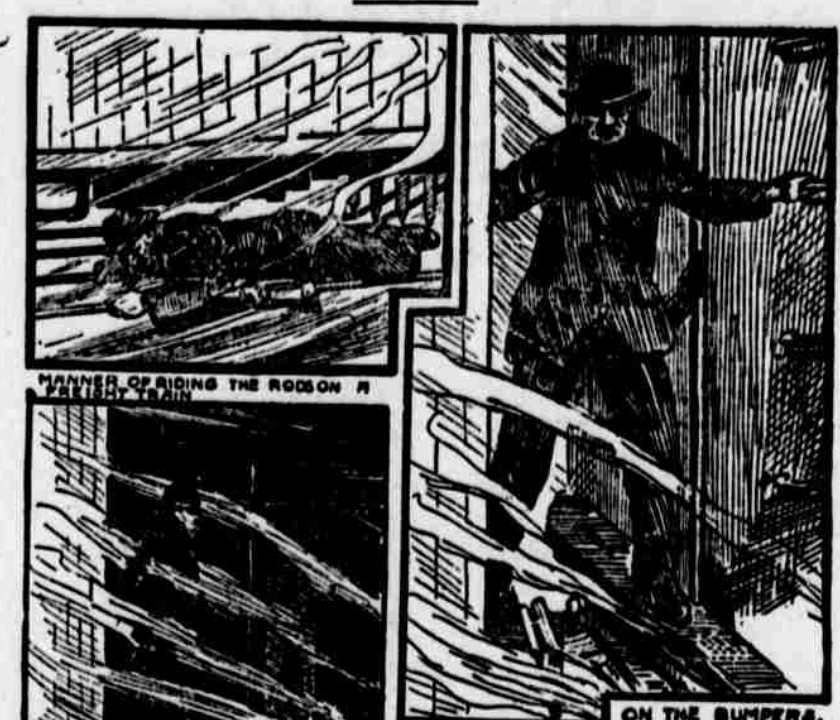
The hobo who wants to make the blind hovers about some stopping place of the passenger, either a station or a water tank, usually choosing a train which will arrive so that darkness may cover his movements. As the train starts he steps out from some cover up ahead of the train and climbs up between the tender and the first car by means of the step on the end of the tender. Then, if the car is vestibuled, he stands with his back against the door. If not it is a similar experience to riding the bumpers on a freight train, only the car is fitted with better springs and runs smoothly. From the blind he may crawl up onto the tender and make himself comfortable over the water tank or in the coal.

## MAY FIRES.

Ancient Scotch Custom Which Involved Human Sacrifice.

Sir John Sinclair's "Statistical Account of Scotland" contains notices of many old customs, which still continued to be observed in the Highlands, though they were even then fast dying out. From the eleventh volume of that great work, which was published in 1791 and the succeeding years, we learn, on the authority of the minister of Callender, Perthshire, that the boys of the township assembled in a body upon the moors on May day and proceeded to dig a circular trench, leaving the soil in the center undisturbed, so as to form a low table of green turf

## HOW THE HOBOS PLAY THE TOURIST ON THE TRAINS.



ON THE BUMPERS.



ON THE BLIND ENGINE.

next choice would probably be the "bumpers." The "bumpers" are the projections on the end of a freight car just above the coupling block. On some cars they are broad and extend the whole width of the car. On other cars they are barely three inches wide, scarcely more than a narrow block.

The hobo who intends to make the bumpers walks down the track a few hundred feet ahead of the locomotive and waits for the train to pass him. He may see some cover for hiding, or he may assume an air of nonchalance to throw the crew off its guard. As the train approaches he steps alongside the track and waits for "his car," which he has previously sized up, to come abreast of him. As it passes he runs alongside, grabs for the handles, and swings himself up to the steps. Then he crawls up between the cars and stands with one foot on the bumper of each car.

It is a dangerous position, especially on fast freights, for the cars, equipped with the absorbing springs with which passenger coaches are fitted, sway and jerk and jounce alarmingly, and there is no bit of union between them. Nevertheless a trip of 150 miles is looked upon as nothing by the seasoned hobo.

On bad roads, where the crews are particularly hostile against excursions of this nature, it is quite frequently necessary to ride the rods over a considerable stretch of country. When this mode of travel is used there is always an attempt to avoid the watchful eyes of the crews. This is comparatively easy under the cover of darkness, but in the daytime the "hobo" must take advantage of any strategically placed box car or pile of ties for concealment until the train comes abreast of him. Such a hiding place must not be too far from the track, for in such an event he could be seen from the top of the train as he stepped out.

As a car with good rods comes he steps out and runs alongside. When the car door comes even with him he clutches the handle in the middle and with a springing jump he lands with his feet upon the outer rod. From this position he stoops down and reaches underneath the car to grasp some of the mechanism of the air brake in order to steady himself while he crawls down beneath the car and stretches himself along the rods. This is probably the most dangerous of any way to ride. A man's position is cramped and uncomfortable. The constant passing of innumerable ties and the monotonous click of the wheels over the rails make one careless and drowsy. And the cinders and dust are blinding.

The blind baggage is the most ridden part of a passenger train. On most fast trains there is a vestibuled door on the end of the baggage or mail car next to the tender. And this door is invariably locked. To be sure, the crews have a key to the door and sometimes, if they see a man making the blind at a stop they open it and put him off—"ditch him," the hobo calls it. Some cars, however, are fitted up with one end made without a door, only a "blind" end. Both sorts

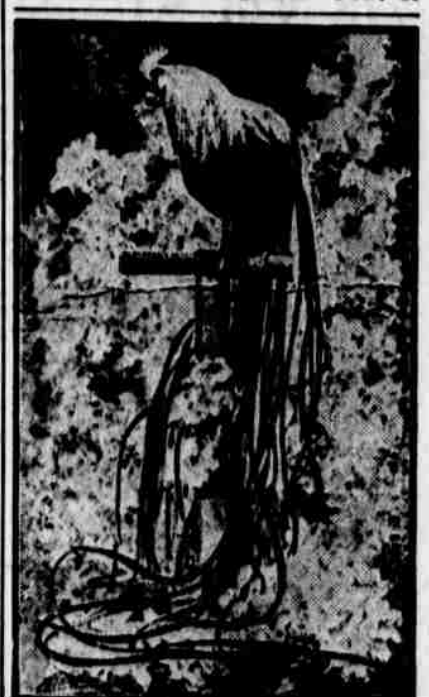
sufficient in size to accommodate the whole party.

They lighted a fire and prepared a custard of milk and eggs and a large oatmeal cake, which they baked upon a stone placed in the embers. When they had eaten the custard, they divided the cake into as many equal portions as there were persons in the assembly and dished out one of those pieces with charcoal until it was perfectly black. They then placed all the pieces of the cake together in a bonnet, and each in turn drew one blindfolded, the holder of the bonnet being entitled to the last piece. The boy who drew the blackened portion was destined to be sacrificed and was compelled to leap three times through the flames.

Although the ceremony had degenerated into a mere pastime for boys, it is evident that it must once upon a time have involved the actual sacrifice of a human being in order to render the coming summer fruitful.—Gentleman's Magazine.

## SIX YARDS OF ROOSTER.

People used to doubt the existence of the fowl with a tail 18 feet long, but here is the evidence that it is not a creation of the fancy. This bird is a rooster with a tail fully six yards in length. It is Japanese and the species is known as the Onagadori. Fowl of



LONG-TAILED COCK OF JAPAN.

this kind are not known now anywhere outside of Japan, though they had their origin in Corea, where they were known as the To-maru.

## Pretty Mean.

"He's the meanest man I ever knew." "That so?" "Yes. Just to show what he can do, he takes a pair of field glasses to the ball game every afternoon and puts in half his time searching the stands for some of his employees."—St. Louis Post-Dispatch.

## Diplomacy.

Delia—Ye can get a suit just like your missal's velvet van for tin dollars in Bargain Brown Brothers.

Norah—Yes, an' I can get wan for a'uthin' by telling me missal about the wan in Bargain Brown Brothers.—Harper's Weekly.

Women spend money on some things as worthless as whisky.